



SOUTH AUSTRALIAN SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS INC

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EDITORIAL.

This Bulletin's cover photo shows a young Peter Hoyer driving his Burrell Traction engine. More details of Peter's Traction engines are in this Bulletin.



What a year! It started with real difficulties getting insurance, and has continued under the ever-present cloud called Covid-19. As against that, the year has been a great success. The upgrade of the 3 1/2" - 5" track is complete and we have just had one of the best Show and Tell days ever. Best wishes for the Festive Season and here's hoping for an upbeat 2022.

Communication

Field days are frequently judged by the number of locos/boats present, and the number of dollars generated.

While obviously important, there is much more to making a successful Field Day.

Before the event day, many jobs need to be addressed;

- 1) Sourcing and getting supplies in the Canteen to cover the possible requirements of food, drinks, and sanitising.
- 2) Having the Field Days presented in the Website and booking system well in advance.
- 3) Making sure that the grounds are clean and as free as possible of fallen tree branches etc.
- 4) Cleaning the toilet block.
- 5) Special events, planning and managing them.

On the day, totally forgetting locos/boats/garden gauge trains etc for the moment;

1. Having the gate set up ready to manage the patrons as they arrive.
2. Having the canteen ready to sell (initially to the chip loving SASMEE members).
3. Opening up the Park, putting out and checking track signals.
4. Arranging for station attendants, Covid Marshals, gate attendants.

5. Supplies to each station, loco prep area, and front gate for Covid sanitising.
6. Checking safety requirements comply with our documented procedures, and insurance requirements.
7. Putting bin liners in the rubbish bins.
8. At the end, emptying the rubbish bins.
9. Ensuring that everything is put away and the premises locked and secured.

While the member attendance at Field Days has really been excellent, it is clear that the work load for many of the jobs above are relying too much on specific individuals. This puts the whole show in potential jeopardy if significant people are unavailable, especially for longer periods due to illness etc.

It is very clear to the Committee that we are not very good as an organisation at developing succession planning.

The Committee members in general have a pretty big plateful dealing with the major management issues such as;

- Insurance
- Covid
- Finance, budgeting
- Maintaining records such as meeting minutes, correspondence etc
- Managing unexpected large projects (eg. the 5" track remediation)

Therefore, there is a very real need for additional members to step up to understudy many of the jobs outlined above.

Failure to do this will ultimately mean that the Society's success will diminish, requiring some aspects to be curtailed altogether.

There is so much more to a successful SASMEE than just turning up at a field day (valuable as that is), or General meeting.

PRESIDENT'S REPORT.

Bryan Homann

This will be very short, as I gather there is much more interesting material in this edition.

As this is the last Bulletin for 2021, I wish you all a wonderful and Covid free Christmas, and a very happy New Year.

Thank you very much to all the members who have pitched in to keep the club going during the year. Times have been trying, but we have managed to weather it all.

Just when we think Covid might be close to becoming a memory, a new strain seems to be popping up.

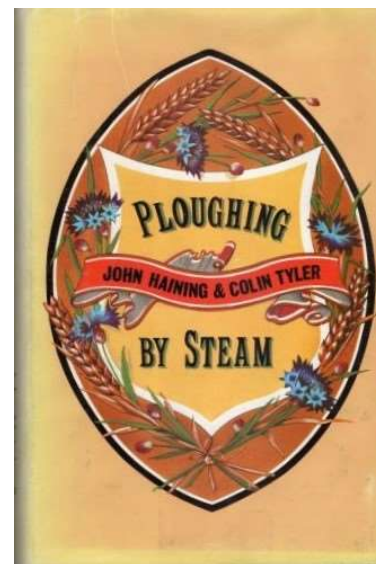
I know that some members have concerns for the health of their family and themselves, despite vaccination. I completely understand if you feel the need to reduce your activities where transmission could be a concern. However, to assist us managing events such as field days, please consider letting the Secretary know if you do feel the need to stay away.

Bryan

IN THE LIBRARY

Max Shuard

Book of the Month



Ploughing by Steam – John Haining and Colin Tyler. This is a fascinating read – of a technology that has now completely died. The book goes into some depth on the history of ploughing over the centuries and then concentrates on the application of steam power to the task. What is so different is the application – the use of traction engines to drive winches to pull the ploughs. These traction engines were awesome monsters. They could pull a drainage “mole” one metre below the ground surface across a field. This would do no good to anyone standing nearby if the

cable snapped, as it sometime did. Steam Ploughing as a method of farming lasted until after the Second World War, when the lighter, more agile and cheaper internal combustion powered tractors completely took over the role. The book is very thorough in its dealing with the subject with many drawings and photographs which help understanding of this now past technology.

Magazines

The 2019 bound volume of Model boats is missing. If you have this, could you please contact me on SASMEE.Librarian@outlook.com

The company, essentially a one-man band, that has bound SASMEE's books and magazines for countless years has closed down. We are looking for an alternative, so if you know of a friendly bookbinder, who doesn't charge the earth, could you please let me know.

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

TECHNICAL MATTERS

Putt-Putt Challenge Next January John Foster

Progress to the Putt-Putt challenge is accelerating. As I said in the last update, we had so much fun with the small 300 mm boats last January we decided to upscale and increase the challenge.

The rules for the coming event:

- 1 Boat must fit on an A3 sheet with no overhangs,
- 2 Boat controls may be only a radio-controlled rudder(s).
- 3 There are no other rules.

The contest shall consist of up to three timed runs on a straight course to establish an average speed. This speed will be used to set a handicap for the main race which will be a race between two boats over the same course to a buoy and back.

Boats will be paired according to their times. The previous idea of a race around the perimeter of the pond proved impractical at the Nov 30 play day

Jeff During has already completed his boat and four other boats are on the slipways. The more boats we get the more fun we will have. If anyone would like participate Jeff During and John

Foster can provide advice and both have access to copper tube which can be provided free for Putt-Putters.

(The bar has really been lifted this year. Spies have reported that Jeff During was testing his prototype – and it went like a rocket! Ed).

IN THE WORKSHOP

The Construction of a Fowler R3 Compound Road Locomotive.

Peter Hoyer

The first live steam model I built was a 3" scale Burrell agricultural Traction Engine, to a design published by H.R. Plastow. Drawings and castings were ordered from Suffolk, England in 1981. Completion of the engine was in 1983. That engine travelled extensively to functions all over the State, often accompanied by SASMEE member, the late Brian Niesche. The Burrell even took a trip to Melbourne on the back of the



Overland train, not in steam of course. The engine with 2 riding cars was a regular performer for several years, at Railway Park. Being early days for these types of models, I made up my own rules to run in a

public environment. It seems regrettable that road and rail “live steam” models, are so segregated these days

Immediately my thoughts turned to what next. In the 80’s there was not the choice we have today, plus no Internet. Plastow’s a UK supplier had 3” Fowler compound road loco drawings available, so I obtained the drawings for that in 1984.

So, what is a road loco, you may well ask? Basically, a traction engine, these engines were built for road work and heavy haulage. To facilitate dealing with such big job’s four shafts and three speeds were the norm. Solid flywheels and motion covers were fitted, so as not to frighten horses that were still in common use. Belly tanks fitted increased water capacity, thus reducing the number of water stops on the journey. Time is money. Invariably the engines were rubber shod to minimise noise and damage to road surfaces. Fodens fitted rear axle springs on some of their road engines.

They were the Rolls Royce engines off the road steam age, massive, powerful and completely awesome in action. Heavy hauliers found numerous uses for them, ranging from transformer shifting to locomotive delivery. It’s quite possible SAR RX207 left the Nth British locomotive Works behind Boadicea and Lord Roberts, on its way to the Glasgow Docks enroute to Pt Adelaide. Quite often a third road loco would be required as a pusher or brake, at the rear of the whole cavalcade. By virtue of their sheer power, they were often named after British heroes of classic mythology such as Atlas.

Showmen used them to special order, having them equipped with a perch bracket fitted to the smokebox. On this a dynamo would be fitted driven by belt from the flywheel. If the Showman wanted an exciter hooked to the dynamo, he would have to order his engine from Burrell’s. That company-built road locos with longer boilers, which allowed more space between the chimney and cylinder block. The exciter’s purpose was to provide extra power to get the heavier rides underway. As a child I did wonder why certain rides like the whales and

dolphins, the cars you sat in never actually stopped moving, while you got on and off. Show engines also had full length decorated canopies, supported by brass Olivers, made from twisted square bar. Get it!? Generous polished oil cups on all journals and big ends, completed a very memorable sight and experience never to be forgotten. I say that from experience.

The New Zealand Govt imported a number of Fowler Road Locomotives, for use on various power projects, mainly in the South Island. The full-size version of my model engine was in operation at an event I attended near Christchurch NZ and yes it was not only massive but also magnificent.

Construction began by rolling up flat bar into rings, for both front and back wheels. Inside rings were cut out off 6mm plate and welded in, to produce four-wheel rims. A Wingfield company galvanised rubber tyres on these rings and the whole lot put in a lathe and the rubber machined to correct profile. The four hubs were fabricated from solid and machined to take bronze bearings and also the slots for the spokes. The spokes were cut out by hand on a band saw and finished by hand filing! The whole lot assembled with screws and Araldite, in a basic jig.

Such items would these days be produced by Laser cutting. Old hands like me were taught as apprentices, how to use basic hand tools and skills. I still use a vast array of files etc in my workshop. I commenced my trade with an affiliate company of the giant Unilever Corporation and was dispatched to their training Centre at Port Sunlight in Cheshire, UK, for basic trade training. One task there was to straighten up a 1” steel block, with a 2-pound hammer and chisel. Most ended up with bandaged left hands, but we got there! But it was a different era then. No standing around texting in those days!

The smoke box was made from an oxy cylinder, the right size. Chimney with brass cap, perch bracket axle and so forth, completed the front end. I have always felt it best to complete a unit, which can then be displayed and also give motivation to complete the project. So many

models have ended up a pile of bits, under the bench in the “to hard basket”! Gear blanks were also done, machining of the teeth done by an old chap off Holbrooks Rd.

Due to its design and shape the flywheel was somewhat tricky, as it had a rather graceful contour to it. In the end I opted to make it from 2 big chunks of steel. The outer rim and web, then the bulged hub was both roughed out. Then put together and stick welded. Final machining was carried out on an old flatbed lathe, much like its bigger cousins no doubt. The reason Fowlers made the flywheels with a bulge was to accommodate the top gear pinion, when that pinion is out of mesh. It simply was not possible to fit three speeds in the horn plates, given that each pinion has to have room to move sideways in and out of mesh.



In the late 80's I was fortunate to be able to access 1.5mm 316 stainless steel plate, ideal for the tender. Well, it's not going to rust, is it? Unlike a locomotive tender it has a number of different attachments that need to be correctly placed. These are the reverser, hand brake, towbar, cable guide rollers, water pump, boiler feed fittings, access steps, etc. If you wonder where a cable comes into it, most road

locomotives were fitted with a winding drum. Many an engine was put to work, pulling down bombed out buildings after the war, in the UK. Showmen used the winch with a jib mounted on the tender, to lift the heavy passenger cars onto the rides.

Unlike a locomotive, the boiler for a traction/road engine requires a high degree of accuracy and workmanship. The boiler on a loco has just to sit on the frame and make steam. On the traction engine it is the chassis, as well as the support bed for the engine itself. The copper plate work was all of a heavier thickness, than required in the relevant AMBSC Code. To emphasise the accuracy aspect, I had a chap bring a copper boiler being built, for a 1 ½" Alchin traction engine. The boiler barrel and outer wrapper had been assembled and fully welded. When I sighted down the boiler the barrel was not in line with the outer wrapper. The conrod big end would be way out with the crankshaft journal, unless you put a bend in the conrod! The assembly got binned. One departure from convention was to instal a hollow stay, so as to have control of the blower from the footplate, when on the move. My Burrell TE did a lot of street parade work, in the eighties. Those parades would often be stop/start affairs and I always thought how it would be handy to have better control of the blower. The late Peter Bucknell of Moorabbin used that idea as well.

It was about this time in 2002 that I was able to assemble most parts so far. And with all wheels on, simply enjoyed pushing it in and out the workshop. There was still a long way to go.

As a live steam model engineer who has built 2 road engines and 2 locomotives, I would say the former are the most demanding for accuracy. The horn plates which carry all the driving shafts must be right, not near enough. The crankshaft I fabricated, complete with 4 keyways per driving pinion. Being a 4-shaft engine with 3 speeds, there are 3 driving pinions and when you add 5 eccentrics plus sheaves, plus the big end and 3 lots of speed change levers, it gets a bit crowded! There was scope for a bit off here and there, to get everything to run nicely.

Only 4 castings were used, three of which were name plates on the smokebox door. The 4th is the main cylinder block. I was fortunate to obtain a pattern from an ILS member, (thanks Tom). Beverly Foundry did a marvellous casting, no blow holes at all. Remember, it's a compound engine with 2 cylinders, 1 high pressure, 1 low pressure. I.e., steam goes into the high cylinder as usual, then instead of chuffing up the stack, it goes into the low side, does further work, then chuffs up the spout. This "Dual" system was very popular with stingy British owners, as there were considerable savings in fuel and water usage.

Setting the valves can be tricky, especially on a 4-shaft engine. I had to readjust my brain from the 3 shaft Burrell, as on a 4-shaft engine the flywheel goes "backwards". Which means you get oil flicked in your face if you get too carried away with the oil can. Just make sure your big end oil cups have screw on caps. Instead of 2 eccentrics you have 4 to set up. On top of that you have to set up the valve gear so the high valve exhausts just as the low valve arrives opening to receive the high valves steam. Otherwise, it just will not move! The sharp eyed will see that the 2 valve stems are inclined, which means the valves work on an inclined valve plate. If you want to build a compound TE then choose a Foden not a Fowler, as Foden valve chests are more accessible and easier to build.

Another challenge was the way shaft bracket which I chose to fabricate. This bolts to the boiler at the precise position for the 4-expansion links to describe their respective arcs. It also must support the valve stems that are on an angle. Constantly its wise to ponder each move you make, rather than do it all again. So much to think about all the time.

Sooner or later, you reach a point in your construction, when you have to stop and think about paint. Certain items like boiler cladding have be painted and installed, otherwise they get left behind. It is hard to imagine how many parts have to be made. Of course, you simply will never know. Around 2010 the Fowler was beginning to look the part. Since 1985 I have built two "road engines" three 5" locos and one battery powered loco, plus about twenty items of rolling stock, some

highly detailed. At Prospect I put down a 5" garden railway with numerous sidings, which was relocated to here at Gawler, 2007. I guess that means I have been a very busy and successful model engineer, over my life time.

The next 5 years, the Fowler shared my time with the establishment of a 45mm garden railway around the house. March 2015. saw the first fire lit, 30 years after construction commenced. Despite having to affect some modifications and get the valve gear totally right. It is a joy to watch all that "stuff" moving around, between the horn plates. Yes, it has a simpling valve, which momentarily makes the engine "double high", which then makes starting the engine much easier. Try flicking the flywheel over on the real thing!

Sooty

Rohan Garrard



The Loco was first built in early 2000s at Western Districts Live Steamers in Sydney NSW by their member Brian Flood. It was then sold in late 2000s to Mr Kevin Simcock who was a member of Morphett Vale Railway, which is where some building defects of the locomotive first started to be discovered. Mr Simcock then stored the engine without use for approx. 7-10 years until he sold it to me in December 2017. The engine was able to run at SASMEE Park over the next couple of years until a boiler tube failed due to a driver not keeping that important ingredient; water in the boiler. It was at this time I took the engine to Simon Huntington, 1) To have the tube repaired and 2) To see if he could look at the other problems Dr Allan Wallace had uncovered during an inspection, he undertook during 2018. Simon agreed to take on this project

of reengineering the locomotive, something he may have regretted at

stages during the project. As the project progressed more and more issues with the original construction were uncovered and Both Simon and Shaun Cassidy were at an end at stages. However, credit to all involved as eventually there was light at the end of the tunnel and after nearly 24 months on Simon's work bench the wheels turned on compressed air and for the first time in its lifetime everything was in smooth harmony with each other.

After picking up the engine from Simon at the end of September I made a new boiler jacket and painted it red, matching the tender I had repainted almost 12 months earlier. Then we reunited the boiler with the engine chassis for the first time in 2 years, refitted some old and new copper pipes for the necessary plumbing and lit a fire on the October 2021 long weekend. I had a first track test the following week at SASMEE Park and followed that up with another the following weekend. To my surprise there were no major water or steam leaks so I was confident the locomotive was ready for a "Public Run" which would be the Members night on October 30. Many members would have seen the loco running that night and I was delighted to be able to share the first loaded run with Simon H and Shaun C both having a drive. Many positive comments were made on the loco which I appreciated tremendously.

The New Boiler Certificate was issued and it has its first public run day on the 7th November, where Cameron Dicker and myself double headed for the day.

Below I've listed some of but not all the changes that were made to the loco during its rebuild.

- Boiler tube repaired and sealed
- Cylinders re bored and bronze lined
- Cylinders lowered 27mm approx.
- Wheels quartered correctly
- Wheels re machined to matching dimensions
- Springs replaced
- Bearings replaced
- New D valves machined
- Cylinder ports re machined
- Axle pump adjusted and serviced
- Connecting rods re machined to lighten the weight

- Valve gear re machined to equal dimensions on both sides
- Lubricating points added
- Reversing lever adjusted
- Crank re machined
- Lifting arm adjusted
- New pins and bushes
- New studs for steam chest cover
- Cylinder welded to new front end which can be removed, wasn't able to be removed prior

I've no doubt missed lots too, in all well over 500 hours and probably closer to 700-800 hours of work has been put in by 3 very knowledgeable and competent men to have the loco running as well as it does. Very much appreciate their efforts. Thank you again to Dr Allan Wallace, Shaun Cassidy and Simon Huntington.

I've also renamed the loco; Formally known as Oily, now to be known as SOOTY.



(Attached 2 photos, 1 as I got loco in black lively and 1 on members night 2021 in new red lively)

One is to One Scale

SASMEE Field Visit



On the 13th of November, about twenty members visited Glenn's workshop at Ironbank. For the past nineteen years he has been building full sized South Australian Railways narrow gauge Z class 4-4-0 steam locomotive.

Glenn's workmanship is of a staggeringly good quality, and his workshop is something to drool over.

The locomotive is well advanced, soon to have the driving wheels installed. After that, Glenn's plan is to transfer it to Quorn and start on the boiler.

Many thanks to Glenn for this opportunity to view (and admire) his work.

This was very successful and the club will try to organise visits to other interesting locations in the future.

Annual Show and Tell



Michael Priest's 90' Motor Fishing Vessel.



Alan Saunder's Fremantle Class Patrol Boat. 1:25 Scale.



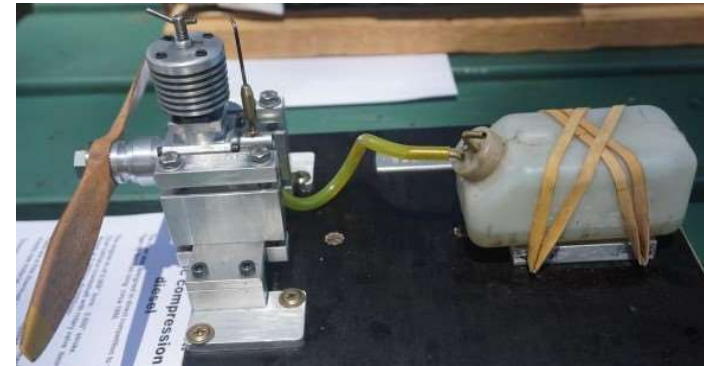
Michael Offler's 48" Semi Scale Vickers Vedette Warship (previous page), Pusher tug and Halloween Top.



Jeff During's Putt-Putt Challenge.



John Foster's Putt-Putt Challenge.



Bill Cole's Nalon Viper Compression ignition diesel engine.



Ted Dreschner's Smokebox and Parts for a 5" Gauge Simplex.



Graham Gaetgen's Horizontal Beam engine "Mary".



Jeff During's 60cc Horizontal Gas Engine.



Bryan Homann's Smoke box and cylinders for a 5" gauge BHP Baldwin Mikado No8.

Uraidla Community Shed's boiler and stationary steam engine. The attachment is for children to decorate spinning tops. Exhibited by Bryan.



James McInnes' Engine and Boiler for Model Stanley Steamer, Small Marine Donkey Engine, 3 1/2" LBSC Tich, Parts and Photograph of a 1912 Stanley Steam 30 hp Mountain Wagon



Simon Huntington and Ralph Byles' 2 x 20 tonne Narrow Gauge Shay Locomotives in 7 ¼" Gauge.



Rohan Garrard's 0 6 0 Sooty. 7 ¼" Gauge (See article in this edition Ed)



Bob Smith's 5" gauge Great Western Grange Class Locomotive

Jeff Schaefer's

0 6 0 "Diesel"

No 1831.

7 ¼" Gauge.



Alan Thomas'

Steam Raising

Blower.



John Mere's 0 6 0 Electric shunter "Pennsylvania".





Max
Shuard's
0 4 2 Blowfly
"Hayla"



Malcolm ambler's Welsh Highland Slate Train in "O" Gauge.



Michael Hattersley's Coal fired LNER V2 "Green Arrow" in Gauge 1.



Allan Wallace's LMS "Black Five" in Gauge 1.

One of Five Display Panels provided by Robert Skewes. This one shows various aspects of SASMEE over the years.

Members' Day 30th October

The annual Show and Tell was a great success. A very wide range of models were available for inspection by many interested people.

This was followed by a very successful auction and the three demonstrations were so popular, there have been requests to repeat them.



Auction



Ian Thomas in action at the Auction

Technical Talks



Bruce Whitmore
describing
moulding
techniques

Bryan
Homann
and

Michael
Tingay

Discussing
Metal

Casting.



Bill Coles outlining the techniques for tool sharpening.

SASMEE BUSINESS

Vale – Bert Francis

Barry Dunstan



I was associated with Bert both as a member and socially. He joined SASMEE on 12/10/76 and was an avid builder of steam locomotives which he ran regularly on club gauges of 3 1/2"G, 5"G and 7 1/4"G. Over the years Bert built many superbly running locos which, in later years, because of inadequate storage space sold off to various club members and gifted to his family. He

managed to retain his favorite red engine, named "Harry" which was his last to operate on the 7 1/4" G system, until his retirement from running in approximately 2015. It is believed he was a Korean War Veteran and in later years was employed as an electrical foreman at the Glanville dockyards. Working close handy in Port Adelaide I used to call on him from time to time for some model engineering advice only to finding him working on a small loco part. What a lucky job! On one occasion he ventured away from steam locos and constructed from scratch a magnificent old fashioned steam car that ran like clockwork, put, put, put, put, put. He took it almost everywhere and delighted people with rides and explaining just how it operated, gleefully. As with his other models it was eventually sold, to a private buyer. Bert was a regular



attendee at monthly meetings until 2019 when, due to age and health, he resigned. In earlier years he was a regular attendee at working bees and was one of the great stalwarts of the 7 1/4"G system where, along with three other like guys, provided steam locos on every Public Field Days, rain or shine. Unfortunately, with Bert's passing, SASMEE is losing

one of its great model engineers and Club supporters. Bert's health took a sudden dive in March this year when he was admitted to the RAH following three strokes was discovered to be showing the effects of dementia which resulted in his transfer to Southern Cross Care on Marion Road for Professional care. Sadly, Bert succumbed to his illness on 3/11/21, aged 92. He was cremated following a private family service. The family is keeping the favorite red engine, "Harry" as a memento of Bert's meticulous model making.

Christmas Members' Day

The annual Christmas Members' Day is on Saturday 18th December, starting at 2:00pm.

Please be sure to **book for the club supplied meal by Wednesday December 8th**. The plan is to have the food dispensed at the Canteen. This will be hot food (roast meat and veg this time instead of more sausages) at 6:00 pm.

Volunteers will be needed to assist with the food dispensing, preferably with names prior to the event to make life easier for the regular Canteen staff. Also need volunteers to assist with drink dispensing from 3PM to 6PM. No one needs to be there for the whole time!

People Intending to stay beyond 8PM to be responsible for arranging locking up of the premises other than the Canteen and club room (Note: the boiler house door must be closed first!)

All or part of the above may alter in the event of any changes by the Government in regard to Covid-19 restrictions.

AALS Code of Practice

The AALS has redrafted its Code of Practice. On the next page is a copy of the Mandatory Activities required to be undertaken by each affiliated club. With some polishing, SASMEE doesn't do to badly on items 1 – 6 and 8. It is No. 7, Record Keeping, that really needs work. And yes, it will mean more paperwork. Drivers and Station Staff will have forms to fill in. This is the world we live in.

Better recordkeeping will also help with insurance, if there is ever a claim.

Mandatory Activities

The following activities are Mandatory and are a Condition of affiliation with AALS: (or by Constitution or Standing Orders, etc.)

1. **Hazard Identification and Risk Mitigation**
Every Society shall have an active and demonstrable program to identify and control hazards.

(Adoption of the contemporary "Hierarchy of Controls" philosophy is highly recommended)
For Hierarchy of Controls see Appendix 6
2. **Annual Inspection of Permanent Infrastructure**
Every Society shall ensure annual inspection of Permanent Infrastructures is performed by a "Competent Person" as defined under 2.3 Competent Person.

(eg. Track, Structures, Public Pathways and Steps, Fencing etc)
3. **Pre-start Inspection of Operational Equipment**
Every Society shall have an active and demonstrable routine to verify operational equipment is fit for service prior to use for Public Running.

(includes Track & Signals, Passenger Cars, Public Areas, Pathways, Steps, Amenities etc)
4. **Assess Condition and Suitability of Privately Owned Equipment**
Every Society shall assess the safe condition and suitability of privately owned equipment utilised at the Society's grounds for Public Running, i.e. Carriages, Driving Trucks and Locomotives but limited to such safety matters specified in Section 8, e.g. Couplings, Wheel Standards, Braking, Seats and Footboards, etc.
5. **Emergency Procedures**
Every Society shall have documented procedures and person(s) capable of:
 - + Administering First Aid (including records of incidents and injuries)
 - + Calling Emergency Services (including facilitating quick access)
 - + Managing Fire Emergencies
 - + Evacuating a Crowd
 - + Handling of Incidents, Claims or potential Claim situations (Section*** this Code)
 - + Handling other Emergencies as may exist in at a specific venue
6. **Training and Assessment of Competency to perform Volunteer Roles**
Every Society shall have an active and demonstrable process to ensure persons are fully informed and comfortable with performing volunteer duties associated with Public Running.

(Refer Section on Training & Assessment)
7. **Maintain Records to demonstrate compliance with items 1 to 6 above**
In the event Claims are made against a Society, evidence of active and effective Safety Management Programs is vitally important to demonstrate competence on part of the Society and to facilitate fair determination of compensation for the Claimant.
8. **Operational Standards for Miniature Railways**
The non-negotiable aspects of operating a miniature railway in the public arena such as Braking Standards, minimum driver age, speed limits, driver competence or loss of, locomotive and carriage essentials, coupling standards

Sign In Requirements

There have been some queries regarding the need to sign in when attending SASMEE Park in relation to the QR code record.

It is still a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Outside of the club house, on the right-hand side of the meeting room door, there is a small metal box marked "Sign in Book". A sign in book is kept there so a key and code to the clubhouse are not needed.

It is also a requirement to scan the QR code. If a person does not have a smart phone, then they must do a manual paper sign in, on the government sheet. By state law, none of the QR and manual alternative data is allowed to be used for any purpose other than contact tracing. It will not release information and only holds the data for 28 days. It therefore is not a substitute for signing the attendance book.

So please remember to sign in whenever you are at the park, even if there for only a short time.

3 1/2" 5" Track Remediation

The remediation of the 3 1/2" 5" track was given a good workout on the members' day on 30 October. The first public run was on Sunday 5th of November. A hearty thanks to all those members who contributed countless hours to make this happen.

One thing to be aware of – the new track has plastic sleepers and where it is now at ground level, it is not to be driven on with road vehicles.

Private Run Days

SASMEE encourages members to undertake the use of club facilities for private run days.

The club grounds cannot be hired out to non-members and any private run day must be controlled by a SASMEE member. The guidelines below relate to large, member sponsored private meetings.

There are the following conditions.

- Requests for private run days should be submitted to the Committee and ratified at a General Meeting.
- The names of all attendees must be recorded both in the SASMEE sign in book AND either the Covid QR code or the Covid sign in sheet. These are the current requirements. Any future Government directions will be included as and when they occur.
- The use of consumables such as coal, gas etc should be recorded in the activity log book. A charge may be applicable for coal if a large amount is used.
- The canteen will only be opened with prior agreement with the Canteen Manager.
- The use of club locomotives and wagons is not permitted without prior specific permission.
- The club grounds and facilities should be left in a clean and tidy condition.
- It is expected that all rubbish will be removed and not left in the SASMEE waste bins.
- Any incidents, such as derailments, damage to equipment etc must be reported.
- Entrance can be gained by arranging for the gates to be unlocked at an agreed time.
- On leaving, the grounds must be secured and the main gate locked.

There is no charge for members to use the club grounds. However, a donation will be appreciated.

SASMEE Bible

We have started to collate all the documentation necessary for running the club. Currently this is held in a number of different locations and is not always readily available. Volume 1 will contain administrative issues such as the Constitution, Regulations, Canteen procedures etc. Volume 2 will contain technical matters relating to track, boiler house, rollingstock, signals etc. If you are the custodian of various items, please contact the Librarian and we'll take a copy.

Also starting a folder to hold equipment manuals. If you find any lying around, whether it be for a fridge, tool or any other item please hand it in to the library.

Up and Running

Notwithstanding the vagaries of Covid and weather, Run Days were held on the 21st August, the 5th and 18th of September, the 3rd and 17th of October and the 6th and 20th of November. A full calendar. The 3 1/2" 5" track was opened to the public on Sunday 7th November. All run days were booked out. Here are some selected details.

The Run Day on 21st August had the following contributions:
5" 7 1/4"

- Black 5 Allan Wallace
- 351 Jeremy Kemp
- U33 Kyle Delaney-Carter

Demonstration trains were run on the 3 1/2" 5" track.

- NSU Kingsley Martin
- Heisler Alan Thomas
- Arayalla Bryan Homann

The pond was alive with:

- Skylight Michael Offler

- Clyde Puffer Michael Offler
- Steam Launch Malcolm Ambler
- Cabin Cruiser Malcolm Ambler
- Rose Jeff During
- Speedboat Excellent Jeff During
- Dolphin Michael Priest
- HMS Grenadier Alan Saunders
- Speedalong John Harris
- Blue Wind John Harris

On the Garden Railway

- EMD Central Mike Turner
- 801 and Brill 60 Alan Beaumont
- Emily and William Max Shuard

In the Boiler House were Bernie Dickenson, Daniel Hall, David Bryker and Michael Moyse.

On the stations were Ainsley Cuthbertson, Brian Leach and Louise Monsma.

Aidan Monsma was guard on U33's train.

In the Canteen were Mary Homann, Toni Offler, Jill Smith and Graham Gaetgens.

On the gate were Trevor Morcom, John Harris and David Hawkins.

Peter Roth was the Safety Officer and Jeff Schaefer Covid Marshall.

The Run Day on the 20th November had the following locomotives on the 5" 71/4" track

- Black 5 Allan Wallace
- Sooty (No3) Rohan Garrard

On the 31.2" 5" track were

- Apprentice Glyn Caon
- Heisley Alan Thomas

- Arayalla Michael Moyse
- 720 John Mere

- Garden Rail
- EMD Central Mike Turner

On the pond were:

- Rose Jeff During
- Coral Island Michael Priest
- SL 57 Michael Offler
- Spurt Jeff During
- HMS Grenadier Alan Saunders

On the stations were Enzo Greco, Ainsley Cuthbertson, Greg Weaver, Louise Monsma and Toni Offler.

Aidan Monsma was the guard on 351's train.

Bernie Dickenson and David Bryker operated the Steam House

In the Canteen were Mary Homann, Jill Smith and Graham Gaetgens.

On the gate were John Harris, Bryan Homann and Trevor Morcom.

Michael Moyse was the Safety Officer and Max Shuard Covid Marshall

The September, October and November General Meetings were held at the club – in the club house. After the September General Meeting, a discussion was held on options for activities to be held on the members' Day on 30th October. Michael Moyse and Peter Cockburn gave a talk on the proposed upgrading of the 3 1/2' 5' signalling after the October General Meeting. After the November General Meeting, Ian Thomas gave a talk on Technical Drawings.

Efforts are being made to provide interesting and topical talks after each General Meeting. If you have any ideas, requests (or better still!) offers, please let me know Ed.

Reminders!!

Covid Hygiene Training Online

A reminder, please complete the Covid Training and Covid Marshal Training. Without enough trained volunteers, we cannot continue to run.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case

Elected Members 2020/2021

Below are listed the elected members and contact numbers.

President	Bryan Homann
Vice President	Ian Thomas
Secretary	Max Shuard
Minutes Secretary	David Hawkins
Treasurer	Mary Homann
Asst Treasurer	Trevor Morcom
Safety Co-ordinator	Geoff Hall
Councillors	Alan Thomas
	Greg Weaver
	John Mere

SASMEE - List of appointments made after the 2020 AGM.

There are a number of non-elected positions required for the running of the club. Below is the list of these positions and the appointees.

Public Officer	Secretary (Alan Saunders)
Canteen Managers	Bryan and Mary Homann
Track	Michael Hattersley, Michael Moyse
Track Signals	Michael Moyse
Coal Monitor	John Mere
Rolling Stock Inspector	Kingsley Martin
Boiler Inspectors	Bryan Homann, Simon Huntington

Auditors
Fire
Buildings
Rubbish Collection
Librarians
Bulletin Editor
Pond
Garden Railway
Boiler House Manager
Driver Trainer/Assessors
Competent Person AALS

John Montedorisio, Peter Hoye, Allan Wallace
Graham Gaetgens, Michael Moyse
Jake Barber
Geoff Hall
David Hawkins
Bill Coles, Max Shuard
Bill Coles, Max Shuard
Robert Ball
Max Shuard
Bernie Dickinson
John Mere, Brenton Dicker
Allan Wallace